

CEDAR BROOK PUD SUPPLEMENTARY RESPONSE TO THE PLANNING COMMISSION

Michelle Miller, Senior Planner
City of Sherwood Planning Commission: Chair, Jean Simson
City of Sherwood
22560 SW Pine Street
Sherwood, OR 97140

RE: Cedar Brook PUD (i.e. City File #'s PUD 14-01 and SUB 14-01).

Dear City of Sherwood Planning Commission,

DR Horton, Inc. has a long standing tradition of developing high quality master planned neighborhoods in the City of Sherwood and throughout the greater Metro area and we would like to continue that tradition within the City of Shrewood by developing the approximately 5.77-acre parcel that is the subject of City File #'s PUD 14-01 and SUB 14-01. As such, please accept this short letter expressing our position and thoughts as they relate to the issues/concerns raised at the June 10th Public Hearing for our proposed Cedar Brook PUD. The following issues/concerns will be addressed by this letter:

1. On-Street and Off-Street Parking – Exhibit “M”
2. Proposed Setbacks – Exhibit “N”
3. CC&Rs – Exhibit “O”
4. City of Sherwood Parking District – Exhibit “P”

16.94.020 - Off-Street Parking Standards

- A. Single and two family homes - 1 parking space per dwelling
Multi-family - 1.5 for 2 bedrooms and 1.75 for 3 bedrooms***

If the street on which the house has direct access is less than twenty-eight (28) feet wide, two (2) off-street parking spaces are required per single-family residential unit (includes single-family detached or attached, two-family dwelling or a manufactured home on an individual lot). If the abutting street is twenty-eight (28) feet or wider, one (1) standard (9 ft. × 20 ft.) parking space is required.

⁴ Visitor parking in residential developments: Multi-family dwelling units with more than ten (10) required parking spaces shall provide an additional fifteen (15) percent of the required number of parking spaces for the use of guests of the residents of the development. The spaces shall be centrally located or distributed throughout the development. Required bicycle parking facilities shall also be centrally located within or evenly distributed throughout the development.

- B. Dimensional and General Configuration Standards***

- 1. Dimensions For the purpose of this Chapter, a "parking space" means a stall nine (9) feet in width and twenty (20) feet in length.***

- 5. Credit for On-Street Parking***

- a. On-Street Parking Credit. The amount of off-street parking required shall be reduced by one (1) off-street parking space for every on-street parking space***

adjacent to the development. On-street parking shall follow the established configuration of existing on-street parking, except that angled parking may be allowed for some streets, where permitted by City standards.

b. The following constitutes an on-street parking space:

(1) Parallel parking, each twenty-four (24) feet of uninterrupted curb;

RESPONSE: The proposed PUD includes fifteen (15) single-family detached dwelling units, twelve (12) rear loaded townhome units, and thirty-eight (38) front loaded townhome units, for a total of sixty-five (65) dwelling units. Twenty-seven (27) of the units will have two (2) car garages with an additional two (2) off-street parking spaces provided in front of the garage in the driveway for a total of fifty-four (54) off-street parking spaces. The off-street parking for these units exceeds the requirement of one (1) parking space per single-family dwelling unit. The remaining thirty-eight (38) front loaded townhome units will have a one (1) car garage and one (1) parking space provided in front of the garage for a total of seventy-six (76) off-street parking spaces. However, per City Code, the garage is not allowed to be considered as part of the off-street parking requirement, therefore, these units technically only have thirty-eight (38) off-street parking spaces per code requirements. Nevertheless, as discussed during the hearing, the applicant will create CC&Rs for the development that require the garage on each Lot shall be used to park the occupant's primary passenger vehicle, and for no other purpose. As such, seventy-six off-street parking spaces will be available for these units.

The amount of on-street parking spaces provided for the proposed PUD will be seventy-nine (79) parking spaces along both SW Cedar Brook Way and proposed SW "A" Street. Of these parking spaces, thirty-four (34) on-street parking spaces will be located immediately adjacent to the front loaded townhome units. The remaining forty-five (45) spaces will be located along SW Cedar Brook Way and be available for all dwelling units. Therefore, the proposed sixty-five (65) unit PUD will have a combination of on-street and off-street parking spaces totaling 267 parking spaces. The Applicant believes that the combination of on-street and off-street parking spaces provided for the proposed PUD will be more than adequate to serve the needs of the future residences and is in compliance with the above criteria. Nevertheless, as discussed during the hearing, the Applicant will work with the City Police Department to establish a "Parking District" for the proposed PUD to help with the existing parking issues in the surrounding area.

❖ **Cedar Brook PUD Proposed Setbacks**

CEDAR BROOK DEVELOPMENT DESIGN STANDARDS				
	REAR-LOAD TOWNHOM E LOTS	FRONT-LOAD TOWNHOME LOTS	SINGLE- FAMILY LOTS	NOTES
LOT AREA	1,600 SF	1,600 SF	2,500 SF	Creates a variety in lot sizes, house types and price ranges.
TYPICAL MIN. LOT WIDTH	20'	20'	27.9'	All proposed single-family detached lots within the PUD will either meet or exceed the

				minimum lot width standard at the front property line along Cedar Brook Way. All proposed Townhouse lots within the PUD will either meet or exceed the minimum lot width standard of 20-feet.
MINIMUM FRONT YARD SETBACKS	The minimum interior front yard setback will be 4' to the porches, which abut open space.	Garage: 20'	Front porch of house: 8'	
MINIMUM SIDE YARD SETBACKS	4'	4'	4'	
MINIMUM REAR YARD SETBACKS	20'	15'	20'	Meets HDR standard.
MAX HEIGHT	40'	40'	30'	Meets or exceeds HDR standard.

Response: In order to achieve the desired densities, open space, pedestrian friendly streets, and overall appearance of the PUD, deviations to the HDR zone front, side, and rear yard setbacks are requested. The setbacks proposed by the Applicant are the minimum necessary to achieve the density requirements of the HDR zoning district, as well as to provide quality opens space areas for the development.

❖ Cedar Brook PUD Covenants, Conditions & Restrictions (CC&Rs)

The proposed private street, common areas, and community facilities, will be maintained by a Home Owners' Association (HOA) created in accordance with all applicable requirements, including the Oregon Planned Communities Act. The Applicant has submitted a draft version of the CC&R's for the Cedar Brook PUD (Exhibit "O"), which includes language requiring property owners to keep their garages clear of storage items so the garage is available for the parking of their vehicle(s). By including this language in the CC&Rs, it will make all future homeowners aware of the parking issues prior to purchasing a home within the subdivision. Furthermore, reserve funds will be created and maintained which will ensure future improvements and maintenance activities are adequately funded. These documents will be subject to City staff review and approval prior to recording.

Conclusion:

Even though the site is an undeveloped parcel, it is important to understand that the property is severely limited due to its irregular shape and by existing street patterns. We have spent a substantial amount of resources in the planning and designing of the proposed Cedar Brook PUD and we strongly believe it is a high quality proposal that will contribute significantly to the orderly development of the surrounding area.

The master planning approach taken for the Cedar Brook PUD ensures an efficient and well planned use of the land, planned and timely infrastructure improvements, and a respectful relationship between open space and the built environment. As we hope you recognize from our presentation at the public hearing on June 10th, we are more concerned about the bigger picture of the City of Sherwood and helping to achieve the City's goals for this region of the City than of just our own individual PUD. Our proposed street locations and ownership pattern is consistent with the City of Sherwood Land Division Ordinance, as well as with City Standards and Specifications.

Thus, we respectfully request approval of the proposed PUD as revised and submitted during the hearing.

Kind Regards,

Steve Miller

Steve Miller
Project Manager, DR Horton, Inc. – Portland Division